BookletChart™

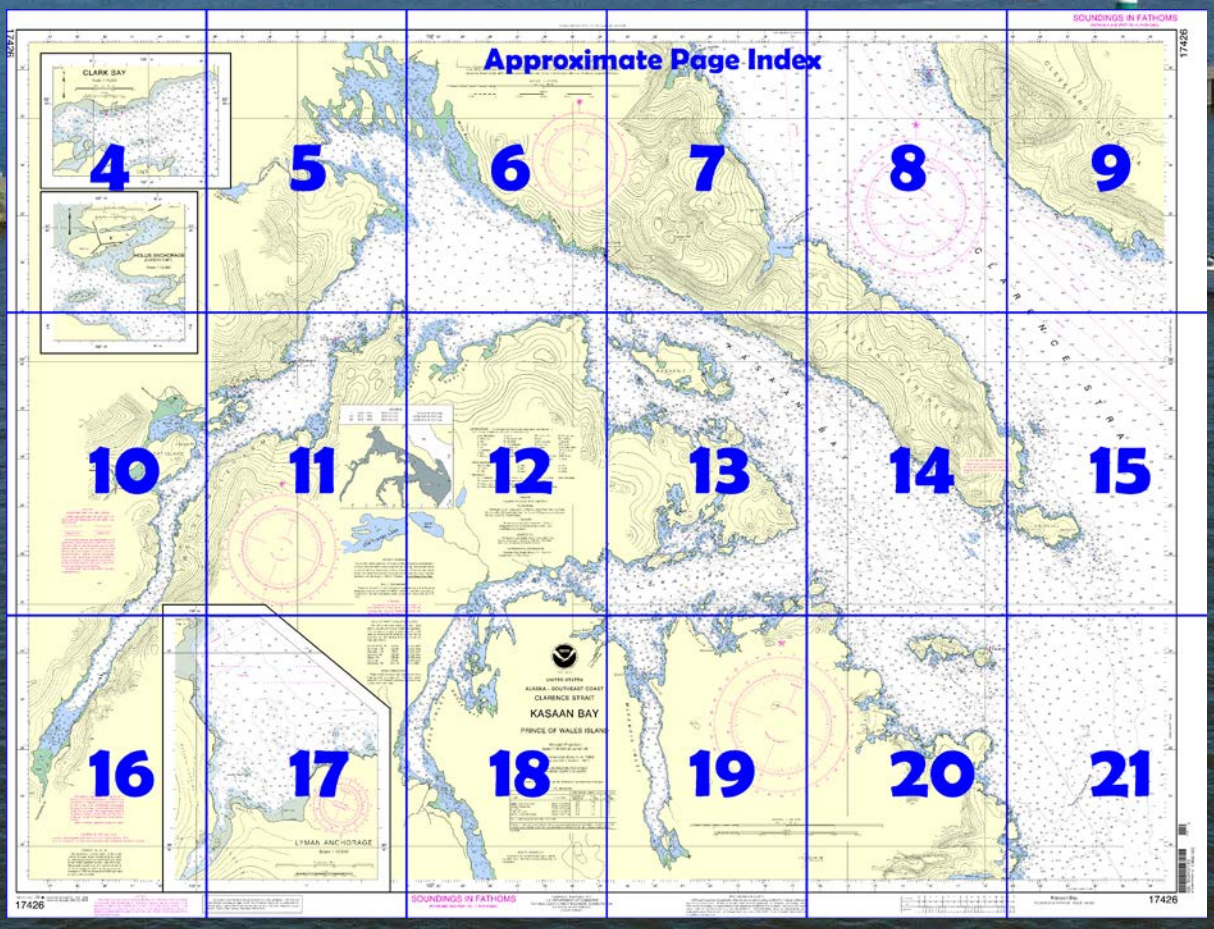
Kasaan Bay

NOAA Chart 17426

A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.

- *Complete, reduced-scale nautical chart*
- *Print at home for free*
- *Convenient size*
- *Up-to-date with Notices to Mariners*
- *Compiled by NOAA's Office of Coast Survey, the nation's chartmaker*



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

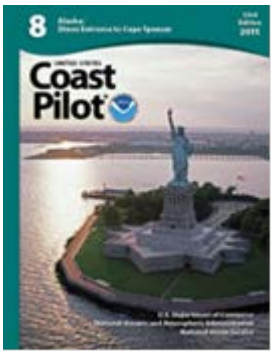
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=17426.

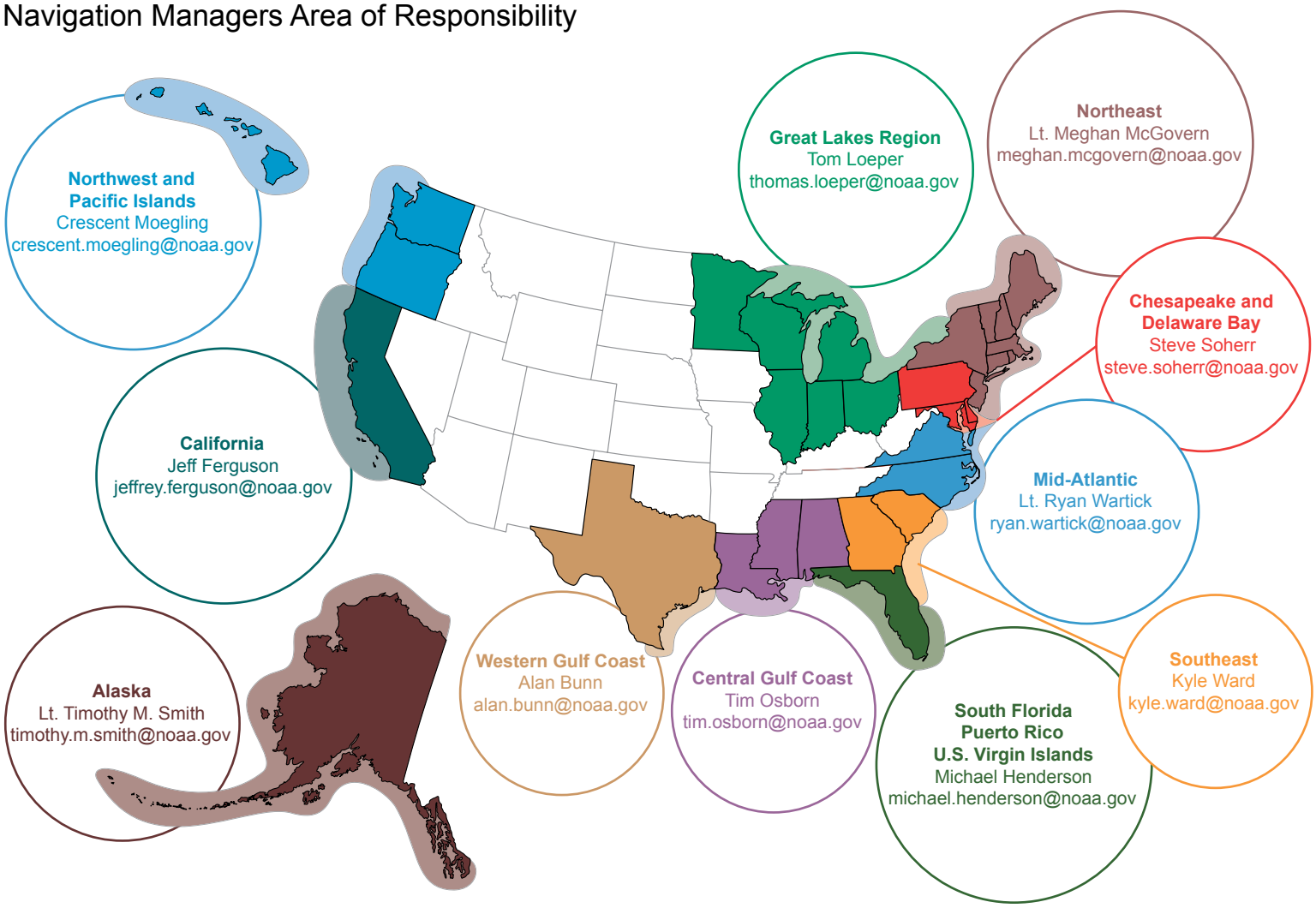


(Selected Excerpts from Coast Pilot)
Kasaan Bay, 47 miles N of Cape Chacon, has its entrance on the W side of Clarence Strait, between Island Point and Grindall Island, where it is about 4.0 miles wide. It extends about 17.5 miles NW to Karta Bay at its head. About halfway up the bay, in the middle, are several islands. The shores of the bay and islands are steep-to and heavily wooded. A high, steep mountain range extends along the N shore of the bay almost to the head. Fog often prevails in the S part of Clarence Strait, while it is clear in Kasaan Bay. During SE stormy weather, clouds and mist travel low along the N shore, while the S shore is generally free from low-flying scud. During SE storms the sea at the entrance to the bay is rough and treacherous for small craft. Temporary anchorage while waiting for the fog to lift may be had on an extensive bank, 0.6 to 1.2 miles SSW from Grindall Point in depths of 8 to 14 fathoms. All known dangers are shown on the chart. Midchannel depths are generally good.
Currents in Clarence Strait from Clover Bay to High Island are most noticeable on the flood, and with a S wind attain an estimated velocity of 2 to 2.5 knots. From Island Point S there is generally a S eddy close to shore during flood tides. Off Island Point and the E end of High Island, moderate tide rips are formed when the wind is against the current.
Island Point, the S point at the entrance to Kasaan Bay, is rounded and wooded and has an elevation of 228 feet. A small rocky islet is close to the N shore and two small rocks are close to the E shore of the point. The shoreline is grayish-white rock about 25 feet high. Moderate tide rips are encountered off the point.
The small cove to the W of Island Point has depths of 22 fathoms at the entrance shoaling to 6 fathoms near the head. It is used as an anchorage by fishing boats, but is exposed to the N.
Twenty Fathom Bank is 2 miles ESE of Island Point. The bottom is rocky and has a least depth of 17 fathoms. The bank is used extensively by fishermen engaged in trolling.
High Island, about 1.4 miles N of Island Point, is wooded. From the S there appears to be twin summits on the island, but they merge into one from the E and again become visible from the NW. The slope of the island is uniform. The NE and S shores are abrupt and consist of gray rock, 20 to 40 feet high.
High Island Light (55°24'03"N., 132°09'51"W.), 40 feet above the water, shown from a skeleton tower with a red and white diamond-shaped daymark on the NE side of the island, marks the entrance to Kasaan Bay. A rocky islet, 43 feet high and with a few trees on it, is off the SE end of the island.
Patterson Island, about 100 yards W of High Island with foul ground between, extends W about 1.3 miles. The island is timbered and has three summits; the highest is at the E end. A bight makes into the S shore of the island near the W end in the depression between the W summit and the E ridge. It is used as an anchorage during N weather, but affords no protection during SE weather. Several rocks that cover at high water are at the entrance. The outermost rock, which bares at half tide in 55°23'38"N., 132°11'57"W., is about 0.25 mile ESE from the W point of the entrance to the bight. A house is at the head of the bight.
A rock with 1 fathom over it in 55°23'38"N., 132°10'51"W., is about 0.4 mile SSW from the easternmost point of Patterson Island, and it is not always marked by kelp; otherwise the passage S of the island is clear.
Grindall Island, the N point of the entrance to Kasaan Bay, is about 4.2 miles NNE from Island Point. It is heavily wooded and has two knobs near the SW end, the W knob is the highest. The E part of the island is low. **Approach Point** is the E extremity of the island.
Local magnetic disturbance.–Differences of as much as 5° from the normal variation have been observed on Grindall Island in the vicinity of Approach Point.
Grindall Point, the SE end of Kasaan Peninsula, has a symmetrical rounded hill that is visible in every direction. Being separated from the higher land of the peninsula, it forms an excellent landmark. From the upper reaches of Kasaan Bay it could possibly be mistaken for the hill on Grindall Island, which it obscures from view.

U.S. Coast Guard Rescue Coordination Center
24 hour Regional Contact for Emergencies

RCC Juneau	Commander 17th CG District Juneau, Alaska	(907) 463-2000

Navigation Managers Area of Responsibility

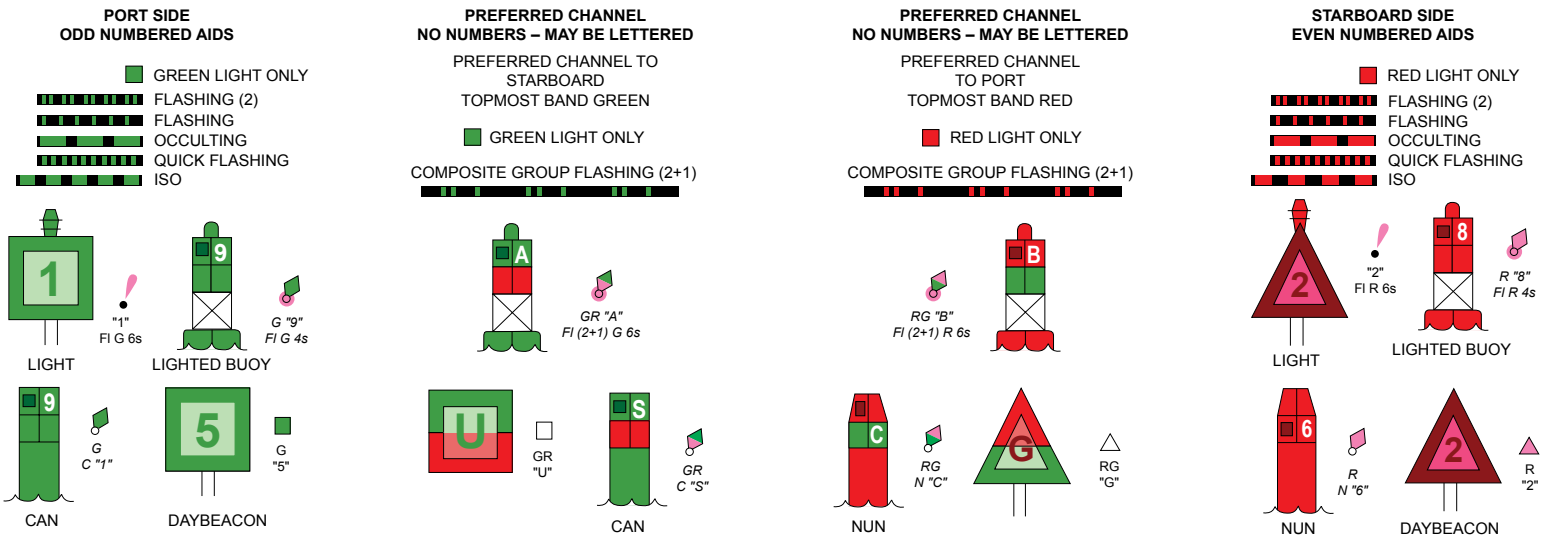


NOAA's navigation managers serve as ambassadors to the maritime community. They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit *nauticalcharts.noaa.gov/service/navmanagers*

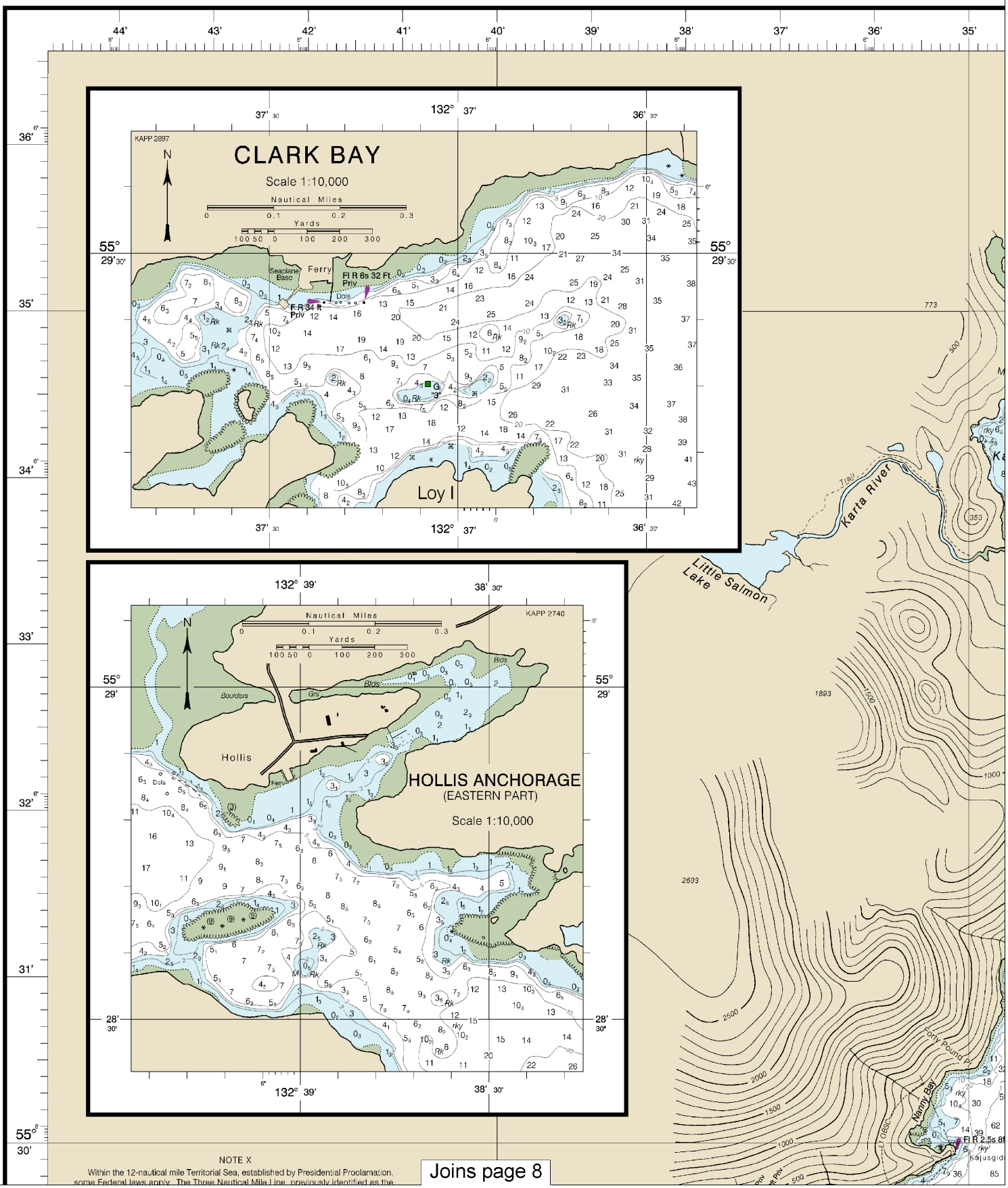
To make suggestions or ask questions online, go to *nauticalcharts.noaa.gov/inquiry*.
To report a chart discrepancy, please use *ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx*.

Lateral System As Seen Entering From Seaward

on navigable waters except Western Rivers



For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area. These volumes are available online at *http://www.navcen.uscg.gov*



NOTE X
Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the

Joins page 8

Note: Chart grid lines are aligned with true north.

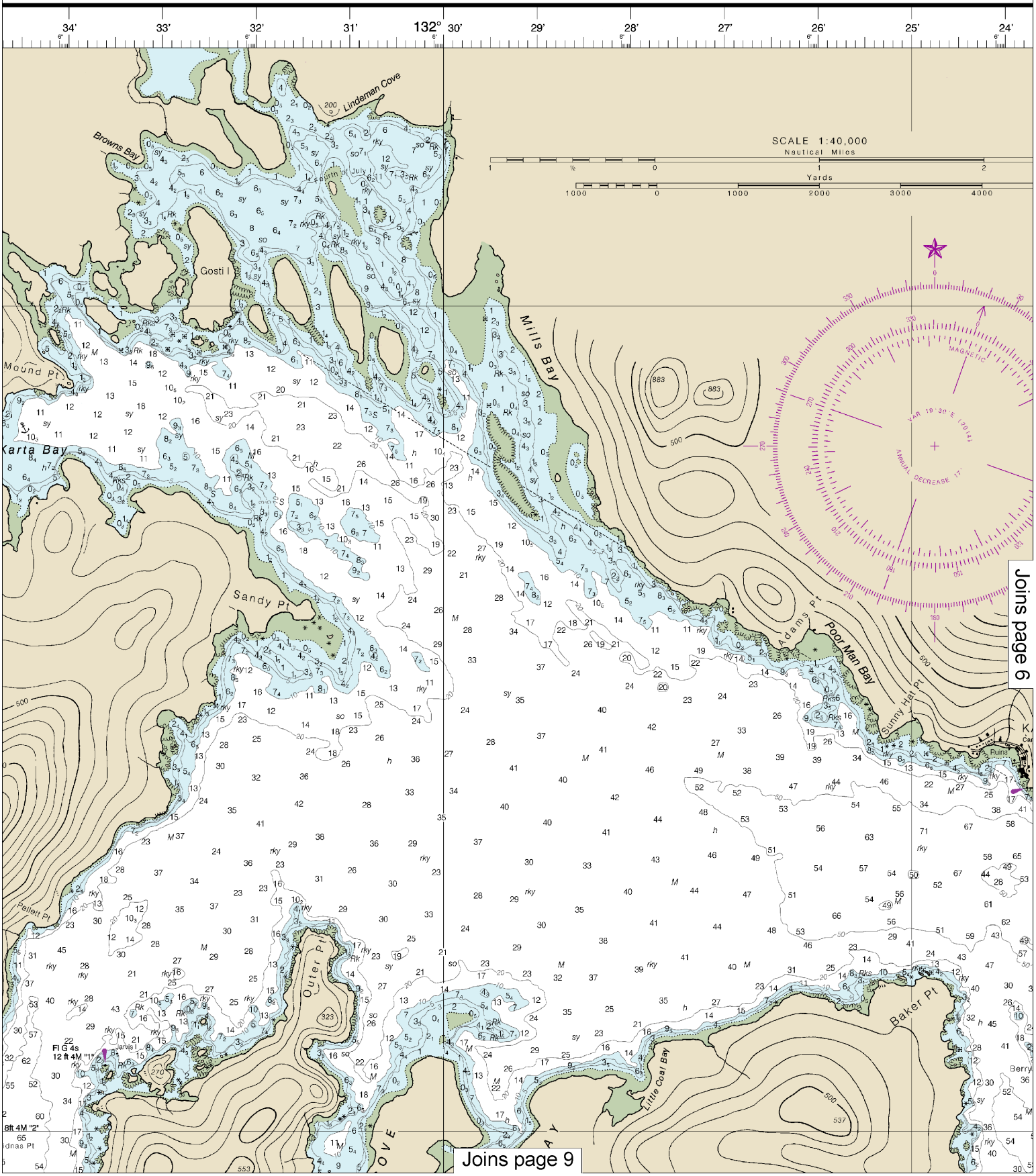
Printed at reduced scale. ~~SCALE 1:40,000~~

Nautical Miles
1 ½ 0 1 2 3

Yards
1000 0 1000 2000 3000 4000 5000

See Note on page 5.

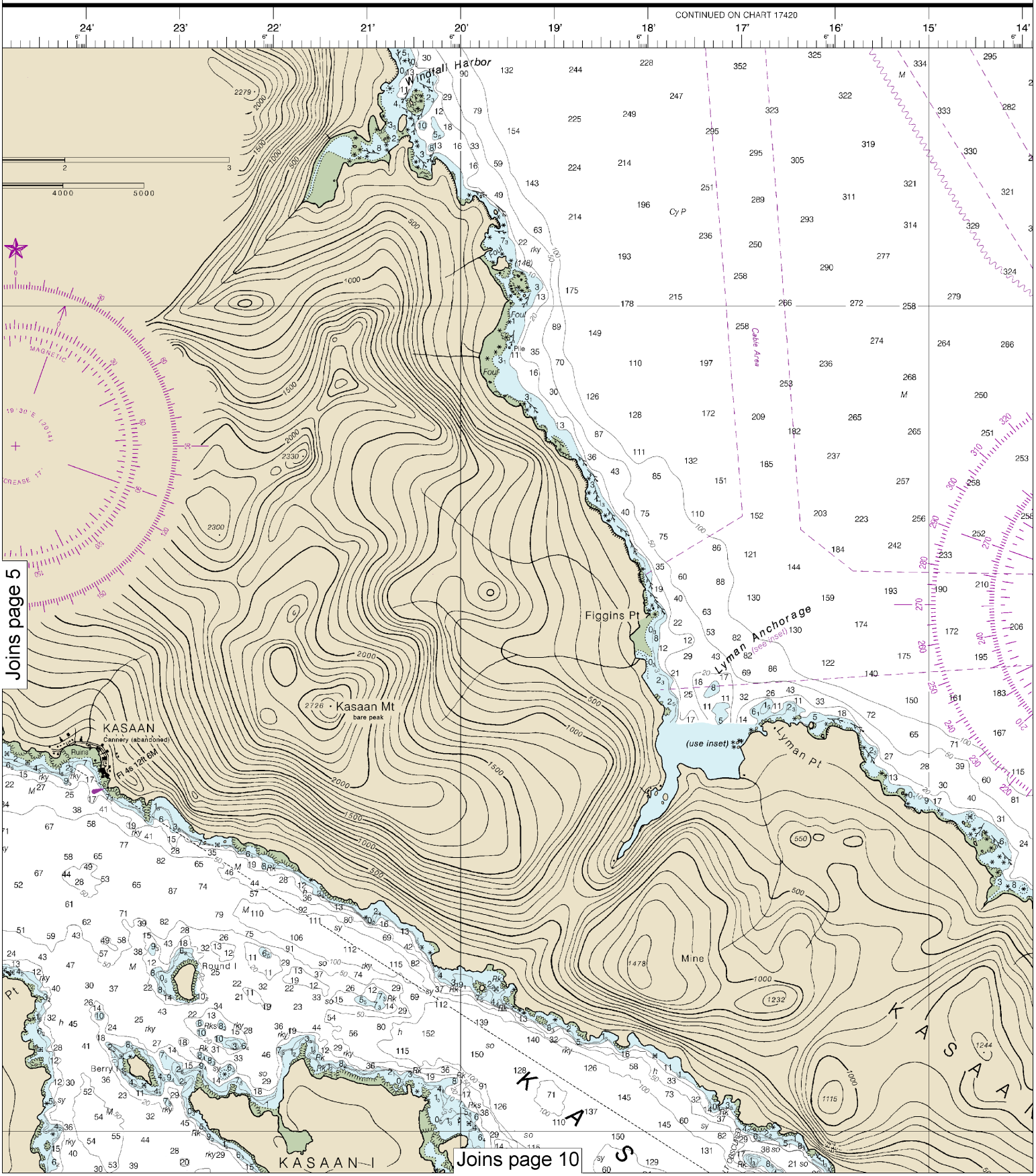
Formerly C&GS 8142, 1st Ed., Mar. 1927 G-1927



This BookletChart was reduced to 70% of the original chart scale.
The new scale is 1:57142. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.

8142, 1st Ed., Mar, 1927 G-1927-285 KAPP 2739

CONTINUED ON CHART 17420



Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:40,000~~

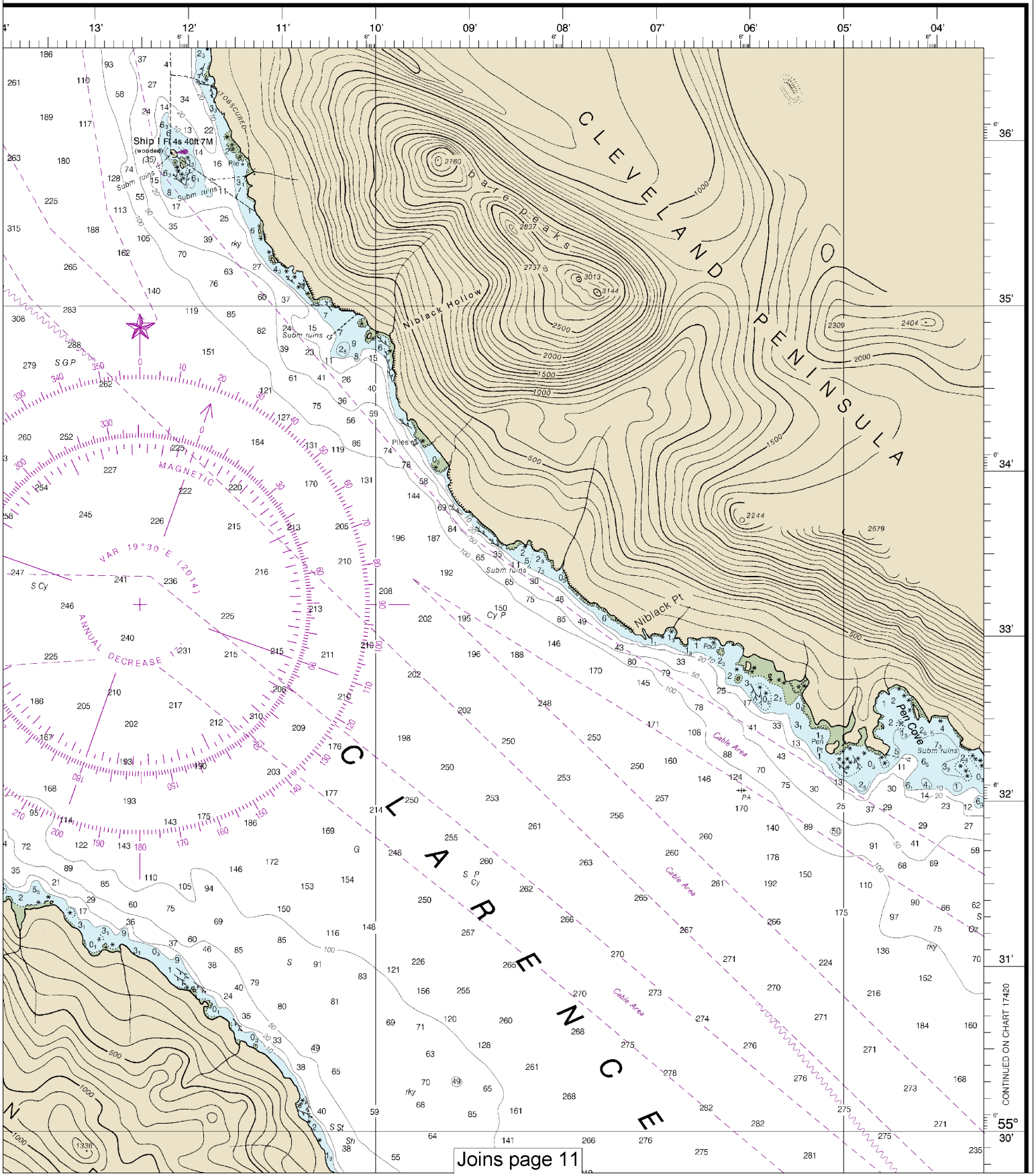
Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

See Note on page 5.

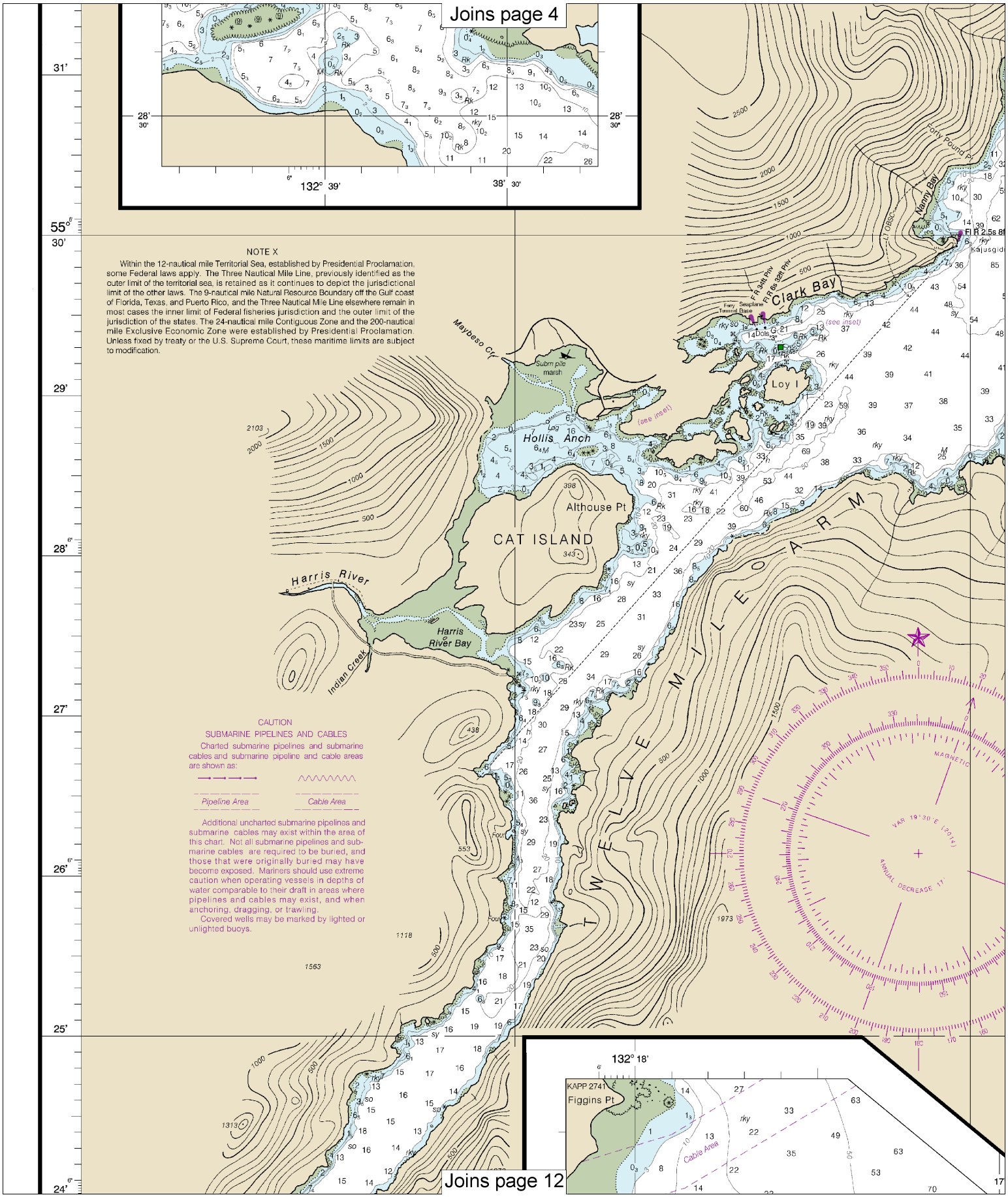
SOUNDINGS IN FATHOMS

(FATHOMS AND FEET TO 11 FATHOMS)



Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

Last Correction: 6/13/2016. Cleared through:
LNM: 4616 (11/15/2016), NM: 4616 (11/12/2016), CHS: 1016 (10/28/2016)



Note: Chart grid lines are aligned with true north.

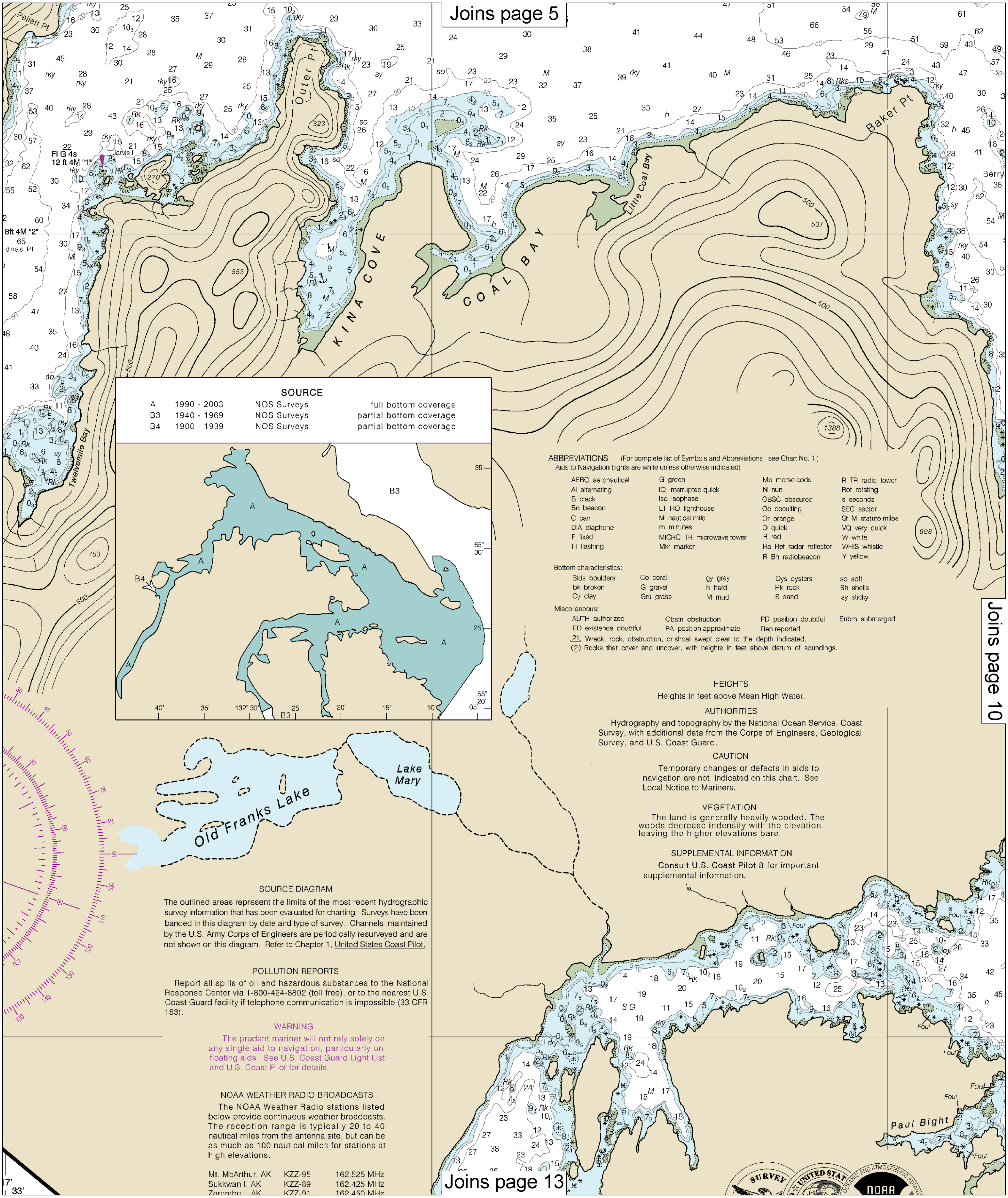
Printed at reduced scale. ~~SCALE 1:40,000~~

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

See Note on page 5.

Joins page 5



SOURCE

A	1990 - 2003	NOS Surveys	full bottom coverage
B3	1940 - 1969	NOS Surveys	partial bottom coverage
B4	1900 - 1939	NOS Surveys	partial bottom coverage

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)

Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo morse code	R TR radio tower
Al alternating	IQ interrupted quick	N nun	Rot rotating
B black	Iso isophase	OBSC obscured	s seconds
Bn beacon	LT HO lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

Bottom characteristics:

Blds boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Grs grass	M mud	S sand	sy sticky

Miscellaneous:

AUTH authorized	Obstn obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	

21 Wreck, rock, obstruction, or shoal swept clear to the depth indicated.

(2) Rocks that cover and uncover, with heights in feet above datum of soundings.

HEIGHTS

Heights in feet above Mean High Water.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

VEGETATION

The land is generally heavily wooded. The woods decrease indensity with the elevation leaving the higher elevations bare.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 8 for important supplemental information.

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

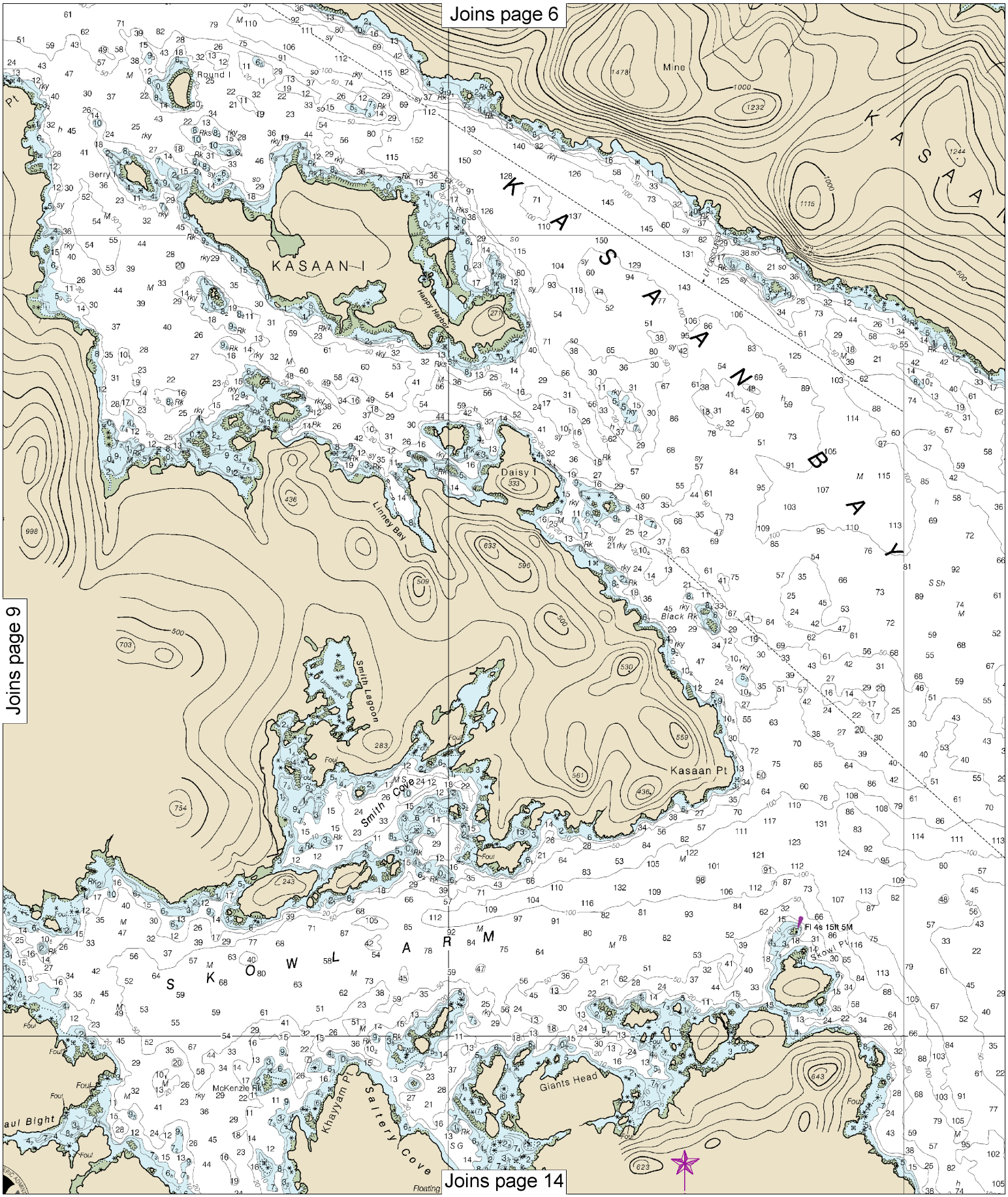
NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Mt. McArthur, AK	KZZ-95	162.525 MHz
Sukkwan I, AK	KZZ-89	162.425 MHz
Zarembo I, AK	KZZ-91	162.450 MHz

Joins page 10

Joins page 13



10

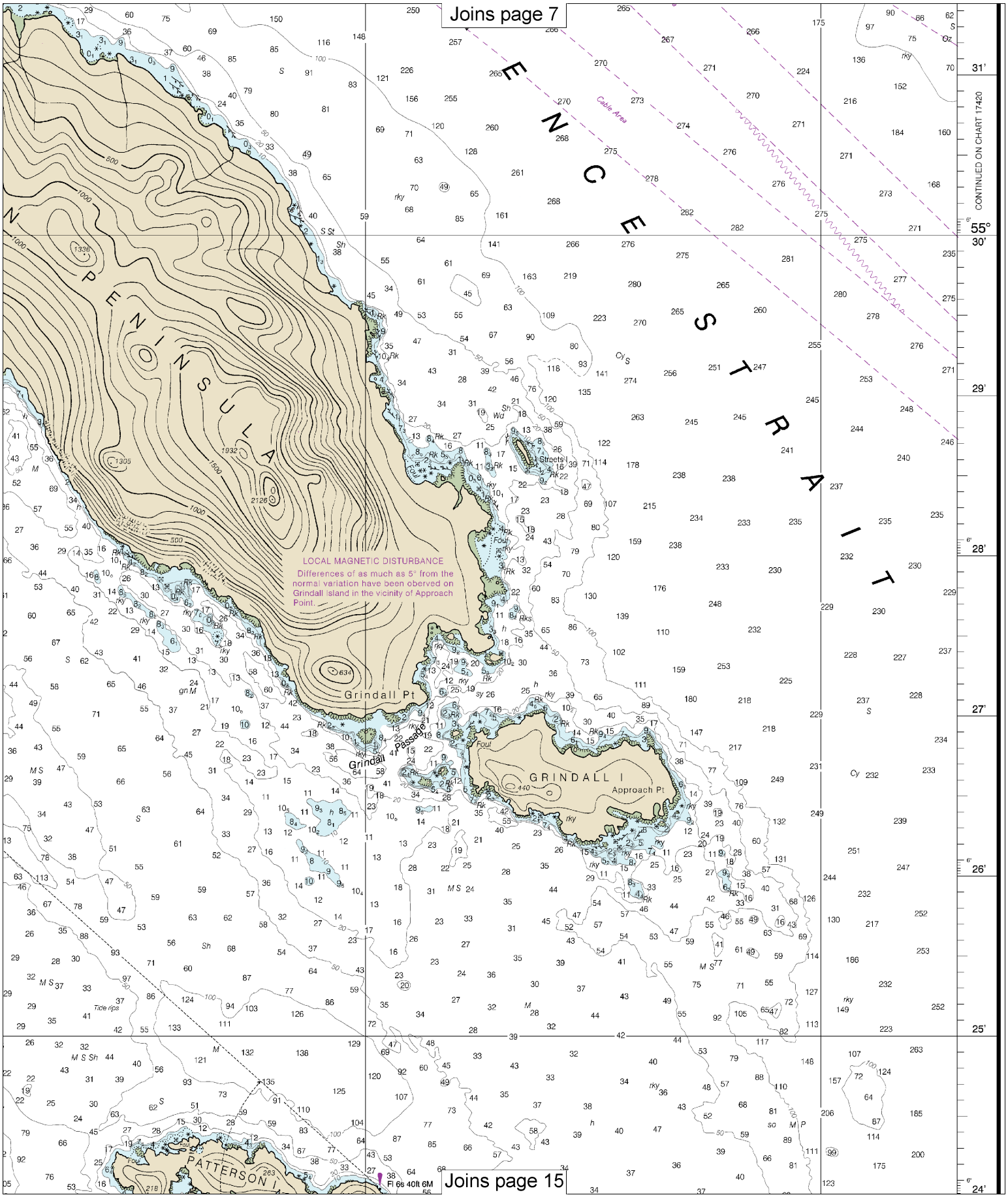
Note: Chart grid lines are aligned with true north.

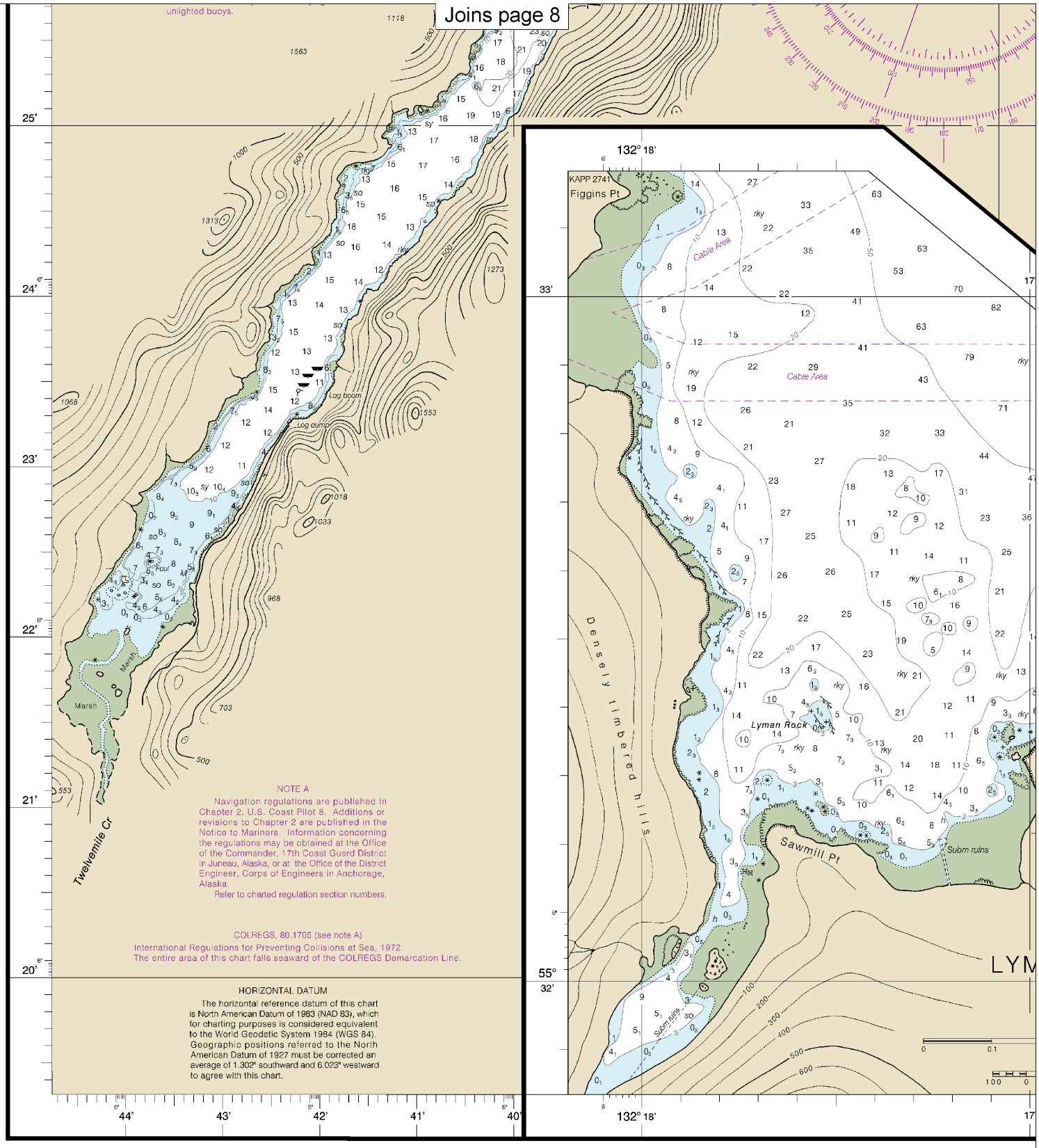
Printed at reduced scale. ~~SCALE 1:40,000~~

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

See Note on page 5.


Joins page 7
ENCE STRAIT
N PENINSULA
Cable Area
CONTINUED ON CHART 17420
LOCAL MAGNETIC DISTURBANCE
Differences of as much as 5° from the normal variation have been observed on Grindall Island in the vicinity of Approach Point.
Grindall Pt
Grindall Passage
GRINDALL I
Approach Pt
Foul
Streets
PATTERSON I
Fl 6s 40ft 6M
Joins page 15
55°
30'
29'
28'
27'
26'
25'
24'



16th Ed., Jun. 2014

17426

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

NOAA encourages users to submit inquiries, discrepancies or comments about this chart at http://www.nauticalcharts.noaa.gov/staff/contact.htm.

Last Correction: 6/13/2016. Cleared through:
LNM: 4616 (11/15/2016), NM: 4616 (11/12/2016), CHS: 1016 (10/28/2016)

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:40,000~~

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

See Note on page 5.

Joins page 9

Barred in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

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Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

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Sukkwan I, AK	KZZ-89	162.425 MHz
Zarembo I, AK	KZZ-91	162.450 MHz
Gravina I, AK	KZZ-96	162.525 MHz
Duke I, AK	KZZ-92	162.450 MHz
Craig, AK	KXI-80	162.475 MHz
Ketchikan, AK	WXJ-26	162.550 MHz

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES

ALASKA - SOUTHEAST COAST

CLARENCE STRAIT

KASAAN BAY

PRINCE OF WALES ISLAND

Mercator Projection
Scale 1:40,000 at Lat 55° 28'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
(FATHOMS AND FEET TO 11 FATHOMS)
AT MEAN LOWER LOW WATER

Additional information can be obtained at nauticalcharts.noaa.gov.

TIDAL INFORMATION

PLACE NAME	(LAT/LONG)	Height referred to datum of soundings (MLLW) Mean Higher High Water	Mean High Water	Mean Low Water
		feet	feet	feet
Saltery Cove, Skowl Arm	(55°24'N/132°19'W)	15.6	14.7	1.6
Kasaan, Kasaan Bay	(55°32'N/132°24'W)	15.7	14.8	1.6
Hollis Anchorage	(55°28'N/132°39'W)	15.9	15.0	1.6

Dashes (- - -) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from http://tidesandcurrents.noaa.gov.

(Feb 2014)

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

MAN ANCHORAGE

Scale 1:10,000

½ Nautical Mile

Yards

POLK INLET

GOOSE BAY

Paul Bight

Old Tom Creek

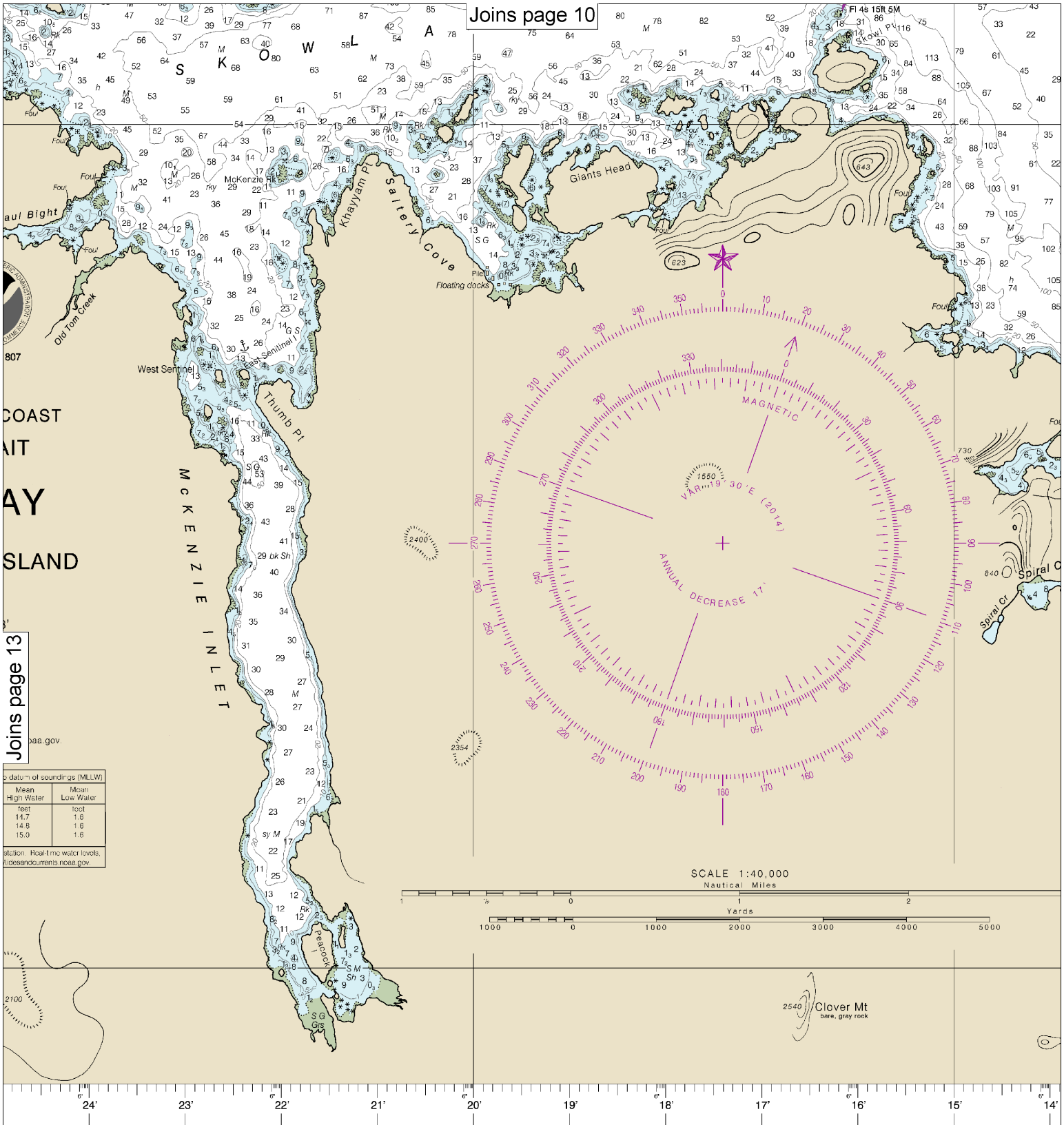
Lyman Pt

Joins page 14

SOUNDINGS IN FATHOMS

(FATHOMS AND FEET TO 11 FATHOMS)

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATI
NATIONAL OCEAN SERVICE
COAST SURVEY



Mean High Water	Mean Low Water
feet	feet
14.7	1.6
14.8	1.6
15.0	1.6

ington, D.C.
OF COMMERCE
SPHERIC ADMINISTRATION
N SERVICE
RVEY

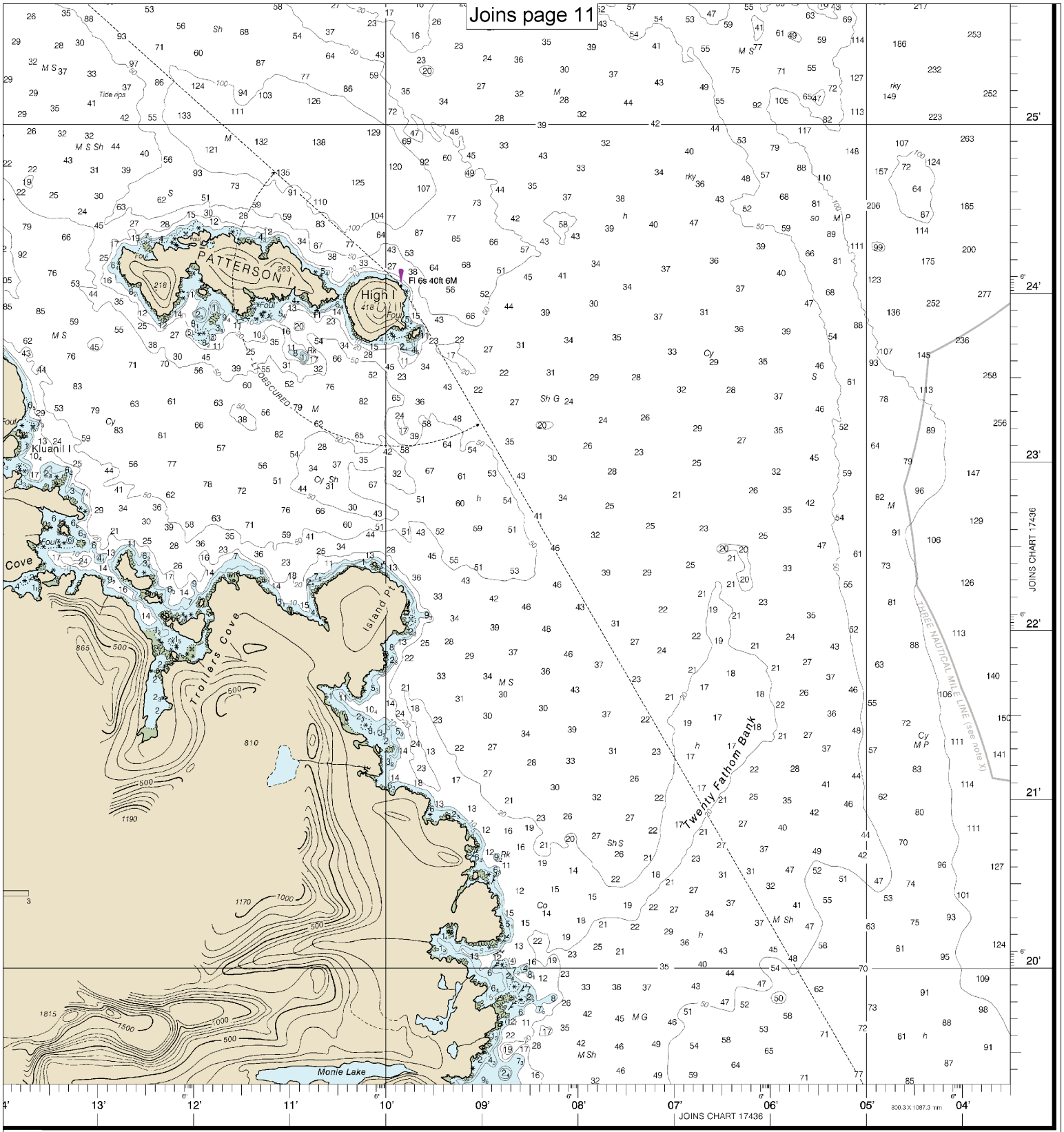
14

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:40,000~~ See Note on page 5.

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000



FATHOMS 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17

FEET 6 12 18 24 30 36 42 48 54 60 66 72 78 84 90 96 102

METERS 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31

Kasaan Bay

SOUNDINGS IN FATHOMS - SCALE 1:40,000

17426

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.
Channel 9 – Communications between boats and ship-to-coast.
Channel 13 – Navigation purposes at bridges, locks, and harbors.
Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!

All Hazards NOAA Weather Radio NOAA's National Weather Service

NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.
http://www.nws.noaa.gov/nwr/

Quick References

Nautical chart related products and information	—	**http://www.nauticalcharts.noaa.gov**
Interactive chart catalog	—	**http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml**
Report a chart discrepancy	—	**http://ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx**
Chart and chart related inquiries and comments	—	**http://ocsdata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs**
Chart updates (LNM and NM corrections)	—	**http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html**
Coast Pilot online	—	**http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm**
Tides and Currents	—	**http://tidesandcurrents.noaa.gov**
Marine Forecasts	—	**http://www.nws.noaa.gov/om/marine/home.htm**
National Data Buoy Center	—	**http://www.ndbc.noaa.gov/**
NowCoast web portal for coastal conditions	—	**http://www.nowcoast.noaa.gov/**
National Weather Service	—	**http://www.weather.gov/**
National Hurrican Center	—	**http://www.nhc.noaa.gov/**
Pacific Tsunami Warning Center	—	**http://ptwc.weather.gov/**
Contact Us	—	**http://www.nauticalcharts.noaa.gov/staff/contact.htm**

twitter —— For the latest news from Coast Survey, follow **@NOAAcharts**

This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.

NOAA's Office of Coast Survey The Nation's Chartmaker